

10 6 JUL 1992

CHAPTER 1
INTRODUCTION, POLICY AND OVERVIEW

101. Requirement For Aircraft Information

The Naval Aircraft Inventory Reporting System (AIRS) exists to satisfy requirements of the Offices of the Secretary of Defense, the Navy Department and subordinate commands for comprehensive information on Navy and Marine aircraft. The system is designed to produce current and historical data on the aircraft inventory's location, status, service age and logistics flow in sufficient depth to serve as a basis for naval aviation management, planning and budgeting processes at all command echelons. Procurement of new aircraft, replacement of overaged or damaged aircraft, and the management of unit inventories at primary aircraft authorization (PAA) levels are related to the XRAY report. The importance of complete, accurate and timely reporting cannot be overemphasized. Users of this instruction should review appendix A, Glossary of Aircraft Terminology relating to AIRS.

102. Reportable Inventory

- a. The provisions of this instruction are limited to fixed and rotary wing aircraft, including sailplanes and drones (man-carrying). Aerial targets (non-man-carrying), unmanned air vehicles (UAV) and guided missiles are excluded.
- b. Aircraft become subject to AIRS upon official acceptance or reinstatement by the Navy and remain so until finally stricken from the inventory.

103. Reports Required

- a. For normal reporting requirements, reporting custodians prepare and submit the Aircraft Custody/Status Change (XRAY) Report (via naval message) and the Aircraft Accounting Audit Report (via routine admin/naval message) directly to the cognizant aircraft controlling custodian (ACC).

- b. Special reporting requirements

- (1) A single activity may have reporting custody of aircraft assigned under more than one ACC. When that occurs, the activity will act as a separate reporting custodian (with a separately assigned permanent unit code) for each different ACC situation which exists.

- (2) INSERVICE reporting occurs when an activity has physical, but not reporting, custody of an aircraft. Paragraph 203 provides a detailed explanation of the responsibilities assigned to INSERVICE (physical but not reporting) custodians of aircraft.

06 JUL 1992

104. Designation of Aircraft Controlling Custodians (ACC)

For purposes of the AIRS, and in no way altering the naval administrative organization or other command relationships, ACCs of aircraft are as designated below:

CONTROLLING CUSTODIANSABBREVIATIONS FOR AIRS

- | | |
|--|----------|
| a. COMMANDER NAVAL AIR FORCE U.S.
ATLANTIC FLEET (COMNAVAIRLANT) | LANT |
| b. COMMANDER NAVAL AIR FORCE U.S.
PACIFIC FLEET (COMNAVAIRPAC) | PAC |
| c. COMMANDER NAVAL AIR RESERVE FORCE
(COMNAVAIRESFOR) | CNARF |
| d. CHIEF OF NAVAL AIR TRAINING
(CNATRA) | CNATRA |
| e. COMMANDER NAVAL AIR WARFARE CENTER (COMNAVAIRWARCEN) -
Code 23 is the administrative inventory reporting requirements
central point of contact for: | |
| (1) Aircraft assigned to
COMMANDER NAVAL AIR SYSTEM
COMMAND (COMNAVAIRSYSCOM) Test
and Evaluation | NASC T&E |
| (2) Aircraft assigned to
COMNAVAIRSYSCOM Air
Stations | NASC STF |
| (3) Aircraft assigned to
COMNAVAIRSYSCOM Fleet
Support | NASC FS |

105. Designation of Reporting Custodians

a. Reporting custodians are those units with an allowance for aircraft, an inventory of aircraft, or both. For the purposes of AIRS a reporting custodian's ACC is that command to which the reporting custodian is responsible for aircraft custody regardless of physical location.

b. A detachment of a squadron becomes a reporting custodian when directed by the ACC or when deployed to an area substantially removed from the parent squadron.

c. Detachments may be designated as reporting custodians for purposes of reflecting inventory and activity when such activity is chargeable to secondary accounting data as in the case of multi-mission units.

06 JUL 1992

d. An ACC may, without prior approval of the Chief of Naval Operations (CNO), designate any unit under his control as a temporary reporting custodian.

106. Responsibilities of Aircraft Controlling Custodians (ACCs)

a. To monitor the performance of their reporting custodians for reporting requirements of this instruction and reference (a).

b. To forward XRAY data to CNO.

c. To forward audit data to CNO.

d. The submission of quarterly reports (31 DEC, 31 MAR, 30 JUN, and 30 SEP) to CNO. This data will be transmitted either on floppy diskette (5 1/4" low density) or via MODEM. It must be in ASCII format record length of 85 characters. The data elements, which are positional dependent and their size, are as follows:

<u>POS</u>	<u>ELEMENT</u>	<u>SIZE</u>
1	<u>BUNO</u> (BUREAU NUMBER)	6
2	<u>TMS</u> (TYPE MODEL SERIES)	9
3	<u>AV3M</u> (AV-3M ORG CODE) (OPTIONAL)	3
4	<u>PUC</u> (PERMANENT UNIT CODE)	6
5	<u>LOCATION</u> (BUNO LOCATION)	20
6	<u>STATUS</u> (STATUS CODE)	3
7	<u>PER</u> (PERIOD)	3
8	<u>PED</u> (PERIOD END DATE) (MMYY)	4
9	<u>EXT</u> (EXTENSION)	2
10	<u>ASPA</u> (ASPA/PACE)	6
11	<u>OSM</u> (OPERATING SERVICE MONTHS)	3
12	<u>STRKCDE</u> (STRIKE/DAMAGE CODE)	4
13	<u>LIFEHRS</u> (HOURS IN LIFE)	6
14	<u>BLANK</u> (2 BLANK SPACE)	2
15	<u>DOA</u> (DATE OF ACTION) (YYMMDD)	6
16	<u>CMCDE</u> (COMMAND CODE)	2
		<u>85</u>

107. Responsibilities of Commanders Fleet Air Wings (COMFAIR) (cognizance by geographical area), Commanders Functional Wings (COMWING), (cognizance by functional area), Commanding Generals Marine Aircraft Wings (CGMAW), Commanding General First Marine Brigade (CG FIRST MAR BDE) and Marine Aviation Logistics Squadrons (MALS)

a. To monitor XRAY and Aircraft Accounting Audit Reports submitted by units under their cognizance to ensure accuracy and timeliness.

b. To maintain a record of XRAYs on each aircraft within the command's cognizant area to monitor AIRS information.

06 JUL 1992

c. To initiate corrective action on reporting discrepancies related to aircraft assigned under their cognizance.

d. To instruct and direct AIRS reporting procedures within cognizant units.

108. Responsibility of Reporting Custodians

Units/activities designated as reporting custodians of aircraft are the initial source of all data required by this instruction. Reporting custodians are those Navy and Marine squadrons/units and commercial contractors assigned custody of aircraft for purposes of flight, repair/rework or storage. From initial acceptance to final strike from the naval inventory, each aircraft is simultaneously in the custody of one reporting custodian and one ACC. Reporting custodians are responsible for:

a. Submitting XRAY reports as XRAY data items change. Chapter 2 describes the XRAY report in detail.

b. Ensuring, upon transfer of an aircraft, to another reporting custodian, that all appropriate addressees are included on receipt XRAY from receiving custodian (transferring ACC, FUNCWING/TYPEWING). Should the information copy of the receipt XRAY fail to arrive within 48 hours of the aircraft arrival, the transferring unit will query the receiving activity by message or other rapid communications means as to the status of the receipt transaction. Upon receipt of the XRAY copy, a final entry will be made on the "A" card by the prior reporting custodian to indicate the action date, the receiving activity, and the date time group of the receipt XRAY message.

c. Maintaining record "A" cards on aircraft in reporting custody as explained in Chapter 3.

d. Submitting aircraft accounting audit reports to ACCs. Chapter 4 describes the aircraft accounting audit report in detail.

109. XRAY Reporting Prerogatives of Aircraft Controlling Custodians (ACCs)

ACCs are authorized to vary the mode of transmission, precedence and/or classification of reports. Additions to the prescribed list of addresses or remarks sections are also authorized. No other deviations to the prescribed XRAY procedures are authorized without prior written approval of CNO (OP-515).

110. Units Under Controlling Custody and Operational Control of Different Fleets

Each XRAY will be sent action to the ACC of the reporting unit and INFO to the ACC of the fleet under whose Operational Control (OPCON) the unit is operating. Each XRAY will include the ACC of the aircraft in the SUBJ line.

06 JUL 1992

111. XRAY Reporting Policies

Aircraft will be held in a status code only as long as the situation defined by the status code exists. For example, aircraft completing depot maintenance involvement for special rework will be placed in operating status (A) on completion of depot involvement. Aircraft will not be held in special rework status until outstanding organizational or intermediate level maintenance discrepancies have been resolved. Following paragraphs contain reporting policies and guidance on additions to the inventory, custody change, "contractor held", loan to and from the Navy, computation of service age in period and life, Aircraft Service Period Adjustment (ASPA), Paint and Corrosion Evaluation (PACE) and the process of aircraft strike and retirement. Normally, when assigned to operating commands (i.e., LANT, PAC, CNARF, CNATRA, NASC T&E or STF), aircraft remain in operating status (A) throughout the operating service period. Adherence to aircraft inventory management policies and guidelines with accurate, timely XRAY reporting is essential. Aircraft inventory status and distribution, as reported by XRAYs, affect management decisions at higher command echelons. In turn, those decisions impact aircraft availability and logistics support at operating units.

112. Addition of Aircraft to the Naval Inventory

The process of adding aircraft to the naval inventory whether from new production or another service requires two steps. First, assignment of a unique Bureau Number (BUNO) to each aircraft and second, submission of an XRAY reporting receipt of the aircraft with title to the Navy. CNO (OP-515) maintains and controls a master bureau number log to ensure that a BUNO once assigned for use will never be reused.

a. BUNO assignment to new production aircraft. On request of the Naval Air Systems Command (AIR-1002), CNO (OP-515) provides blocks of consecutive six digit numbers for assignment to contracts for each aircraft being procured. AIR-1002 issues the BUNOs for the contract via the Program Manager to the activity designated to accept the aircraft for the Navy. Acceptance of new production aircraft is reported by acceptance action XRAY. Aircraft procured by the Navy for other U.S. Government agencies or Military Assistance Program (MAP)/Foreign Military Sales (FMS) agreements do not enter the Navy inventory. If required, BUNOs are assigned for production control purposes only.

b. BUNO assignment to aircraft acquired from other than new production will have a serial number assigned. The serial number however, may duplicate a BUNO used previously by the Navy. Preliminary negotiations for addition of the aircraft to the naval inventory will include assignment of a BUNO by CNO (OP-515) to ensure uniqueness. If the directive authorizing assumption of

06 JUL 1982

title does not include a BUNO assignment, activities will contact CNO (OP-515) via the ACC for assignment. Acceptance of aircraft from sources other than new production are reported by reinstatement XRAY.

Note: Naval aircraft previously stricken from the inventory will be reinstated using the original BUNO assigned prior to strike.

113. Aircraft Ferry Movement/Custody Change

Aircraft ferry movement is the flight or flights of an aircraft for the exclusive purpose of aircraft transfer between reporting custodians. The movement may involve change in reporting or physical custody based on guidance contained in the movement directive. Unless special provisions are made, all ready for ferry aircraft will be safely flyable and configured with fully operable navigation equipment, instruments and safety systems. The aircraft must meet applicable Naval Air Training and Operating Procedures Standardization (NATOPS) and Federal Aviation Agency (FAA) regulations to ensure safe flight while in day or night Instrument Meteorological Conditions (IMC). Transoceanic deliveries require at least one operable HF radio in the flight and any two of the following navigation systems: Inertial, Omega, Periscopic Sextant or Loran. Movement of aircraft also occurs by airlift and surface transportation. Tactical movements including reporting custodian location change, flyaways, Type Training (TYT), Weapon Exercises (WEPEX), Carrier Qualification (CARQUAL), Weapon Tactics Instruction (WTI) or flights for ferry mission support (tanker, airlift) are not ferry movements. The following paragraphs apply to ferry crew assignments:

a. Aircraft Ferry Crew Assignment. Air type commanders, as CNO's operational agents for the accomplishment of the Department of the Navy (DON) Aircraft Ferry Mission, through the functional wing commanders/Marine air wing commanders, are authorized to assign any aircrew to ferry any DON aircraft of the type and model for which they are qualified. Functional wing commanders have first right of refusal for ferry flights and ferry crew assignments on all new or reworked aircraft delivery flights. Once functional wing commanders are unable or decline flights for aircraft ferry movement, Defense Plant Representative Offices (DPRO) and Naval Aviation Depot (NADEP) fleet qualified pilots assigned to the NAVAIRSYSCOM type command will be afforded the opportunity to ferry aircraft from their facility at the type commander's discretion.

b. Change in Reporting Custody for aircraft being delivered to rework, depot level maintenance or commercial contract facilities. Change in reporting custody will occur at the destination if the delivering ferry crew is provided by the functional wing commander. If the delivering ferry crew is provided by a NAVAIRSYSCOM type command, change in reporting custody will occur at the ferry flight point of origin.

06 JUL 1992

c. Change in Reporting Custody for aircraft being received from rework, depot level maintenance or commercial contract facilities. Change in reporting custody will occur at the destination if the delivering ferry crew is provided by a NAVAIRSYSCOM type command. If the delivering ferry crew is being provided by the functional wing commander, change in reporting custody will occur at the ferry flight point of origin.

d. Ferry crews for aircraft ferry movements to and from storage facilities under NASC FS controlling custody will be assigned as follows:

(1) Flights to storage facilities will be flown by crews assigned from the transferring reporting custodian with custody change occurring at the destination.

(2) When aircraft are removed from storage facilities, the receiving activity will provide the ferry crew. Reporting custody changes at the ferry flight point of origin.

e. Custody change in association with airlift or surface shipment.

(1) ACCs other than NASC FS. For aircraft enroute overseas via surface or airlift shipment, custody changes upon arrival at the location of the receiving custodian. During transit, the cognizant ACC may direct transfer of the aircraft to an aviation ship or unit for transportation purposes.

(2) NASC FS responsibilities. Whenever NASC FS preserves and delivers a ready for issue (RFI) aircraft aboard a ship, or transport aircraft for overseas movement to an operating unit, reporting and controlling custody will change to the operating unit and its ACC upon arrival at the operating unit. Conversely, reporting and controlling custody changes to the NASC FS activity upon offloading dockside in Continental United States (CONUS). Whenever aircraft in the controlling/reporting custody of NASC FS activities outside of CONUS are moved to CONUS for additional work by a CONUS NADEP, controlling custody shall remain with NASC FS.

(3) ACC exceptions. Where aircraft undergoing ferry movement overseas would result in NASC FS having controlling custody but an operating command (LANT or PAC) desires custody during movement, the following is authorized: The ACC (LANT or PAC) may, via movement directive, specify initial transfer to a reporting custodian in CONUS. A second directive may then be used to transfer the aircraft overseas.

f. Aircraft disabled during ferry movement. On notification, shorebased naval aviation activities in close geographical proximity to the disabled aircraft will provide all possible assistance to return the aircraft to flight status. Normally

06 JUL 1992

reporting custody will not change. If repair is beyond the maintenance capability of the activity, however, the ferry crew will notify their reporting custodian and ACC for disposition of the aircraft. At the discretion of the ACC, another reporting custodian may be designated to assume inservice reporting on the aircraft until it is returned to flight status and the ferry is continued.

g. Aircraft approved for strike will be ferried or moved to the site of final disposition prior to strike from the naval inventory (i.e., strike action XRAY report) as explained in paragraph 117.

114. "Contractor Held" Aircraft

In some instances contractors are provided aircraft under a contract with the Navy. Normally contracts are written as Bailment Agreements or as Government Furnished Property (GFP) as part of a separate contract. If there is a Defense Plant Representative Office (DPRO) on site, the reporting custody will be transferred to the DPRO. GFP, Bailment, or Extension of Bailment require approval of CNO OP-50. See definition of "Contractor Held" in Appendix A.

a. NASC Test & Evaluation (T&E) under COMNAVAIRWARCEN, manages aircraft provided for research, development, evaluation or production testing from the Navy.

b. NASC FS under COMNAVAIRWARCEN, manages aircraft provided for depot level rework/modification from the Navy.

c. Contractor Held aircraft are reported as "Non-Standard Service Life" aircraft.

115. Loan of Aircraft to the Navy and Loan of Aircraft by the Navy to Non-Naval Activities.

ACCs/reporting custodians will not enter into loan agreements on aircraft without authority or direction of CNO (OP-50). When authorized, whether the aircraft will be loaned to the Navy or loaned to a non-Navy recipient, a loan agreement will be negotiated.

a. Loans of aircraft to the Navy are identified in two categories depending on the period of the loan agreement.

(1) Long Term Loans to the Navy. Aircraft loaned to the Navy for more than 1 year will be subject to the same reporting requirements as aircraft acquired from other services. Assignment of a BUNO and a reinstatement action add the aircraft to the Naval inventory. Subsequently, the aircraft will be reported as if it were a regular Navy aircraft subject to normal XRAY reporting. Upon termination of the loan agreement the aircraft is reported

06 JUL 1932

stricken and returned to the loaning organization. Reported information provides logistics support for aircraft operations and history of custody and service life while in Navy custody.

(2) Short Term Loans to the Navy. Aircraft loaned to the Navy in support of test and evaluation projects or related special training of 1 year or less will enter the naval inventory in the same manner as long term loan aircraft (BUNO assignment and reinstatement action). Short term loan aircraft will be reported in status codes "U50", "U60" or "U70" as appropriate (refer to Table 2-2). No other XRAY reports are required until termination of the loan agreement. The aircraft is then stricken and returned to the loaning organization.

b. When naval aircraft are on loan to non-naval activities, COMNAVAIRSYSCOM (AIR-4121) has a responsibility for both maintaining records and acting as the reporting custodian. When the physical transfer to the non-naval recipient actually occurs, the receiving activity will advise COMNAVAIRSYSCOM (AIR-4121) via letter of the date of transfer, model and BUNO, name and address of recipient, and include copies of the contractual agreement. The letter shall also provide references to all authorizing directives. Upon receipt of the letter, COMNAVAIRSYSCOM (AIR-4121) will prepare the XRAY report receiving the aircraft into NASC FS controlling custody in the appropriate loan status code and submit to COMNAVAIRWARCEN (Code 23), ensuring the transferring reporting custodian, its functional wing and the ACC are information addressees.

116. Service Age Of Aircraft

The service age of aircraft is reflected by the content of the period number, period end date (PED), number of extensions (EXT), if applicable, and operating service months (OSM); XRAY items G, H, I, and M respectively. The relationship and accurate reporting of period number, PED, EXT, and OSM cannot be overemphasized. Information reported in these items provides a picture of aircraft service life position, forecasts month and year of the next standard depot level maintenance requirement, and enables forecasts of aircraft retirement dates. XRAY items G, H, I, and M are computed using planning factors contained in reference (b) and the operating service life (OSL) expended as recorded in the Monthly Flight Summary section (OPNAV 4790/21A) of the aircraft logbook. The OSL listed in reference (b) represents the total operating service months the aircraft can be expected to serve before retirement.

a. Period number indicates the current operating service period (OSP). OSP is the aircraft operating time between requirements for standard depot level maintenance (SDLM). For aircraft in SDLM, the period number indicates the OSP in which it last served. Period numbers change only on start (vice

06 JUL 1992

completion) of an OSP. The current period number can be determined from the Monthly Flight Summary section (OPNAV 4790/21A) of the aircraft logbook.

b. PED always reflects the end (i.e., month and year) of the period number reported in item G. Computation of PED occurs on commencement of OSP ("G" or "H" action XRAY). PED once computed will only change on an OSP revision to reference (b), an adjustment resulting from an ASPA inspection, re-computation upon completion of a special rework process requiring 30 days or more at the depot site (that is, at the NADEP or Commercial Rework Activity site), or re-computation upon completion of storage at NASC FS activities. Please note that days aircraft is at the depot site are not accumulative. Each occurrence is separate. Reference (b) contains the length of OSP (in months). To determine the reportable PED add the OSP (in months) to the period commencement month and year. Always count as no month the month of commencement and 1 month the month of period termination. The PED computation chart (Table 2-5) is provided to assist in the computation of PED. Re-computation after special rework of 30 days or more (that is, from date of arrival at depot site to date of departure from depot site) at the depot site or after storage at NASC FS activities is accomplished as follows:

(1) Recomputation of PED is done on a month-to-month basis, counting months the same way they are counted for initial computation of PED. The month the aircraft arrives at the depot site for special rework, or NASC FS custody for storage, is counted as no month, and the month the aircraft leaves the depot site (provided aircraft was physically located at depot site for 30 days or more) or NASC FS custody counts as 1 month. The PED is adjusted accordingly. For example, if an aircraft arrives at NADEP Norfolk for special rework on 27 Feb 1992, and leaves on 05 Nov 1992, the PED will be changed 9 months. "EXCEPTION: Should an aircraft arrive at the depot site on the first day of a 31-day month, and leave the depot site on the thirty first day, PED will not change even though aircraft was at depot site for 30 days."

c. Extension number reports an extension to operating service period beyond PED. Reference (b) provides guidelines which authorize extensions for aircraft not subject to the Aircraft Service Period Adjustment (ASPA) program. When authorized, extensions are granted for a 3 month period. No adjustment of PED or OSM occurs on extension. On termination of the operating service period ("E" or "F" action XRAY) PED and OSM are adjusted to include the months the aircraft served on extension.

d. OSM reports the total operating service months as of the PED reported in item H on aircraft proceeding through standard service life.

06 JUL 1981

e. Aircraft not subject to planning factors contained in reference (b) will report period, PED and OSM as zeroes except for Strike XRAY (status code "S"), in which PED will reflect month and year of action date and OSM will reflect number of operational months as of PED.

117. Aircraft Service Period Adjustment/Paint and Corrosion Evaluation (ASPA/PACE) Inspection Reporting

Under normal circumstances, four XRAY transactions are required concerning each ASPA/PACE inspection. All transactions are normally "X" action code, and last four digits are always "0000" for ASPA aircraft or Planned Inspection Date (MMYY) for PACE aircraft.

a. Scheduling of inspection. Once an inspection date has been finalized, submit XRAY transaction reporting data element "L" in accordance with paragraph 207 1 (first two digits 11 for first inspection, 21 for second, 31 for third, etc.). Status code will reflect actual status of aircraft on action date of transaction.

b. Commencement of inspection. When preparation for inspection begins, submit XRAY transaction reporting status of "A-1" and data element "L" in accordance with paragraph 207 1 (first two digits 10 for first inspection, 20 for second, 30 for third, etc.).

(1) If inspection is being performed at depot site, an inservice XRAY should be submitted placing aircraft in G50 status and reporting item "L" in accordance with paragraph 207 1 (first two digits 10 for first inspection, 20 for second, 30 for third, etc.).

(2) If aircraft is undergoing special rework modernization/modification and ASPA inspection is performed while aircraft is still in G41 status, submit XRAY to change data element "L" in accordance with paragraph 207 1 (first two digits 10 for first inspection, 20 for second, 30 for third, etc.). Status will remain G41 until modernization/modification is complete.

c. Completion of Inspection. When reassembly is completed after inspection, submit XRAY changing status to "A-0" or other appropriate status, stating in remarks section that ASPA or PACE inspection is complete, awaiting notification of results.

d. Results Received. When notification has been received from ACC of deferral/non-deferral, submit XRAY reporting results, citing ACC authorization:

06 JUL 1992

(1) Deferral recommended: Report applicable status code, adjusted PED/OSM (for ASPA aircraft), and change data element "L" in accordance with paragraph 207 1 (first two digits 91 for first inspection, 92 for second, 93 for third, etc.). Planned Inspection Date (PID) will be adjusted for PACE aircraft. Please note that ASPA inspection must be performed within the window (6 months prior to PED, including PED month as delineated below) in order to get full ASPA deferral. If inspection is performed prior to window, deferral will be one month less for each month inspection performed early. For instance, with a PED of 1293, the ASPA window is 070193 through 123193. If ASPA inspection were performed in 0693, deferral would be 11 months; if it were performed in 0593, deferral would be 10 months, etc.

(2) Deferral not recommended: Report applicable status code, and change element "L" in accordance with paragraph 207 1 (first two digits 19 for first inspection, 29 for second, 39 for third, etc.). If deferral is not recommended with immediate period termination recommended, be sure to submit "X" action code XRAY reporting item "L" with non-SDLM status prior to submitting "E" action code XRAY transaction.

118. Retirement And Strike Of Naval Aircraft

The following excerpt is quoted from SECNAV Instruction 5440.4 (NOTAL), "No aircraft of the United States Navy may be stricken without the direct authorization of the Secretary of the Navy, except for aircraft lost or irreparably damaged through accident, those aircraft may be stricken by proper authority, followed by notification to the Secretary of the Navy. The Chief of Naval Operations will semiannually submit for approval a proposed list of aircraft strikings. Unplanned striking requests will be submitted on a case-by-case basis." When authorized by Secretary of the Navy (SECNAV), CNO (OP-50) issues the "Semiannual Aircraft Strike Authorization" to ACCs, Naval Aviation Depot Operations Center (NADOC), NADEPs, Aviation Supply Office (ASO) and Naval Air Systems Command Detachment Field Service Office (NAVAIR DET/FSO).

a. When authorized, the strike action is initiated by submission of a strike XRAY and completed by inclusion in the CNO produced strike listing. Each strike XRAY must reference the authority in "REMARKS." When stricken, aircraft are no longer subject to the reporting requirements of this instruction unless reinstated at a later date. Until disposal action is completed however, reporting custodians will maintain records sufficient to report model designation, BUNO, date of strike and strike code. Aircraft strike and damage codes are listed in Table 2-6. The strike procedure first involves a determination that an aircraft is eligible for strike. The activity making the determination requests disposition authorization, with justification and particulars, via the chain of command. The aircraft is reported

06 JUL 1992

in the applicable "awaiting decision to strike" status code. When authorization is received, the aircraft is reported in the "awaiting strike" status code (except CAT 1 strike) followed by the strike XRAY when stricken. When required, aircraft approved for strike will be ferried or moved to the site of final disposition prior to strike from the naval inventory. Aircraft in any of the "Retirement and Strike" status codes (less 1S0, 2S0, 3S0, 4S0) are considered "retired". If authorization is not granted and an aircraft is to be retained in the inventory, the reporting custodian shall reverse the retirement by reporting the aircraft in the appropriate status code. Reinstatement of previously stricken aircraft is accomplished by "Y" action XRAY.

b. Categories of strike. There are four categories in which to declare a strike and one category to report repairable damage. Each involves a different administrative procedure. The categories are:

- Category 1 - Loss or damage to the extent that
(Damage) restoration is uneconomical or militarily impractical.
- Category 2 - Depreciation caused by time and usage to
(Depreciation) the extent restoration is uneconomical or militarily impractical.
- Category 3 - Administrative decision.
(Administrative)
- Category 4 - Completion of standard service life as
(Completed defined (for each model) by reference (b).
Service Life)
- Category 5 - Repair is both economical and practical, aircraft
(Repairable remains in the naval inventory.
Damage)

c. Selection of strike category. The following rule will apply when aircraft are eligible for strike in more than one category. Category 1 will be stricken Category 1 regardless of eligibility for other categories. Aircraft eligible in Category 4 and also eligible in Category 2 and/or 3 will be stricken Category 4. If eligible in both Categories 2 and 3, strike the aircraft in Category 2.

(1) Procedure for Category 1 (Strike Damage). Each ACC has the authority to declare an aircraft eligible for Category 1 strike. If an aircraft is lost (not recovered) or destroyed, the reporting custodian will immediately report the strike in Category 1 via XRAY. If the damage incurred is of lesser degree but still such that the reporting custodian believes the aircraft eligible

06 JUL 1992

for Category 1 strike, the ACC will be advised and a planning estimate (P&E) requested. When the evaluation is completed, the ACC will determine the eligibility. A positive determination of eligibility constitutes both the authority and direction to strike the aircraft. The XRAY report of strike shall contain action code "S", status code 1S0 and an appropriate strike code in item J. Items H and M of XRAYs reporting Category 1 strike will reflect month and year of strike and actual accumulation of OSM at time of strike. If a planning estimate is requested, the aircraft will be reported using action code "X" and status Y00. A report into Y00 status also requires that a tentative strike code be entered in the aircraft logbook. If the evaluation results in a decision to restore the aircraft, the reporting custodian will submit an XRAY report in the appropriate status. Strike XRAYs representing aircraft "lost" or "destroyed" will include reference to OPNAVINST 5442.2G in the remarks section of the report as authority. All other Category 1 strike actions will reference the specific authorizing directive.

(2) Procedure for Category 2 strike (Depreciation). NASC FS may declare an aircraft eligible for Category 2 strike. Aircraft depreciated to the extent that strike eligibility is suspected will normally be transferred to NASC FS custody prior to evaluation. If transfer is impractical, the operating command will request evaluation as specified for Category 1. P&E evaluation will report results of each evaluation to the cognizant ACC. Requests for strike will be submitted via the chain of command for SECNAV approval with strike authorizations issued in the CNO "Semiannual Aircraft Strike Authorization." Aircraft "Awaiting Decision To Strike" are reported using "X" action XRAY and status code "PB0." When the P&E evaluation is completed and strike is recommended, use "S20." When authorization is granted, the Category 2 strike action is reported as action code "S", status code "2S0", with the appropriate strike code in item J.

(3) Procedure for Category 3 strike (Administrative). An aircraft will be stricken Category 3 on SECNAV authorization issued by the CNO "Semiannual Aircraft Strike Authorization" for administrative reasons not related to damage, depreciation or completion of service life. Category 3 strikes cover obsolescent or excess aircraft; aircraft intentionally destroyed (including drones) in test, training or battle; aircraft diverted for use in ground training and aircraft transferred to foreign governments (MAPS/FMS) or other non-Navy recipients. If the strike is because of authorized intentional destruction the reporting custodian will immediately report the strike by XRAY report. When strike and disposition do not involve MAP/FMS, the aircraft will be stricken at the disposal site. Aircraft are stricken for MAP/FMS on turnover to the foreign government or as directed by CNO. XRAYs reporting Category 3 strike will contain action code "S", status code "3S0" and the appropriate strike code in item J.

06 JUL 1992

(4) Procedure for Category 4 strike (Completed Service Life). Aircraft are stricken Category 4 if eligibility for strike is due to completion of service life. Eligibility for Category 4 strike is determined by NASC FS activities based on review of the aircraft logbook, planning factors contained in reference (b) and structural life limits. For those eligible aircraft, disposition request is made via the chain of command for SECNAV authorization for strike. On approval, the aircraft will be reported stricken Category 4, action code "S", status code "4S0" and the appropriate strike code in item J.

119. Security Classification

Generally all detailed reports required of reporting custodians and ACCs may be treated as UNCLASSIFIED material. At higher level, summarizations of the information which would reveal embarked or deployed fleet aircraft assets or utilization are treated as CONFIDENTIAL (Declassify 6 months after origination). OPNAVINST C5513.2B (NOTAL) delineates classification guidance. It should be noted that OPNAVINST C5513.2B (NOTAL) is guidance and does not attempt to spell out classification in all instances. Generally, the topics of OPNAVINST C5513.2B (NOTAL) calling for a CONFIDENTIAL classification require protection as release would provide a foreign nation with an insight into the war potential of aviation assets. Short-term protection only is required since the status of aircraft is subject to continuous change.

120. Use of AUTODIN

CNO has authorized use of the AUTODIN network to transmit information required by this instruction subject to the concurrence of the respective fleet commanders (FLTINC) or Commander in Chief U.S. Naval Forces, Europe (CINCUSNAVEUR). Units deployed to or stationed in the Indian Ocean, Western Pacific, Eastern Atlantic and the Mediterranean areas are authorized to use AUTODIN for transmitting AIRS data to ACCs and Naval Sea Logistics Center (NAVSEALOGCEN).

121. MINIMIZE

For the purpose of reducing message traffic to a minimum (whether or not MINIMIZE is imposed), later paragraphs specify use of mail vice naval message except as necessary to meet deadlines. Under NTP-3(H) all message transmission reports required by this directive meet the justification for electrical transmission during MINIMIZE. Accordingly, during MINIMIZE, the words "MINIMIZE CONSIDERED" will be placed in the special instruction block on the message form. Additionally, all narrative messages transmitted during MINIMIZE will include as the last sentence "Released by" followed by the rank/grade and name of the releaser.

0 6 JUL 1992

122. Administrative Messages

For the purpose of reducing message traffic to a minimum during crises or exercise periods when communications overloads exist, Fleet CINCs may remove administrative (ADMIN) message traffic from fleet broadcasts. The Aircraft/Status Change Report (OPNAV 5442-1) is operational. The Aircraft Accounting Audit Report (OPNAV 5442-6) is administrative.

a. Activities using the Joint Message Form (DD-173) will enter "ADMIN" in the "Message Handling Instructions" block for Aircraft Accounting Audit Reports.

b. Activities using other than the DD-173 will clearly annotate the word "ADMIN" at the top of the signed message form for Aircraft Accounting Audit Reports.